

NORTH DAKOTA

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Date of Approval: Jan 10, 2017

Final CVSP

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The North Dakota Highway Patrol (NDHP) is the administrator for the Commercial Vehicle Safety Plan. The NDHP mission is to make a difference every day by providing high quality law enforcement services to keep North Dakota safe and secure. We strive to promote and maintain a spirit of teamwork that is the tradition of the North Dakota Highway Patrol, through core values of loyalty, integrity, commitment and respect. The Motor Carrier Safety Assistance Program (MCSAP) goal, which is consistent with the NDHP mission, is to reduce CMV-involved crashes, fatalities and injuries through consistent, uniform, and effective CMV safety programs.

The NDHP performance target is to reduce the CMV fatal event rate to 0.33 per 100 million vehicle miles traveled (VMT) for fiscal year 2017. This goal would represent a 17% reduction in the average fatality event rate compared to 2015 – the most recent complete fiscal year. The incidence rate ranged from 0.34 to 0.45 per 100 million VMT over the past four years.

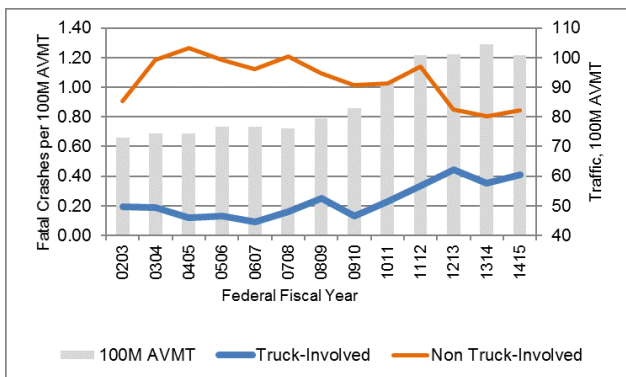


Figure 1. North Dakota Fatal Crash Incidence

Exponential growth in North Dakota's CMV traffic in recent year, associated with oil development activities in the west, has created safety challenges. Therefore, it is necessary for ongoing evaluation of the CMV fatality rate goal from previous years to set realistic and realizable safety goals. The NDHP continues to improve CMV safety through:

Strategy 1: Reduced MCV Fatal and Injury Related Crash Rates

- Objective 1.1: Compliance & Enforcement
- Objective 1.2: Thoroughly investigate all fatal and injury commercial vehicle crashes to determine causation factors and plan operations based on findings.
- Objective 1.3: Improve data collection and analysis.

Strategy 2: Community Outreach & Policing

- Objective 2.1: Create public awareness of sharing the road with commercial vehicles.
- Objective 2.2: Work with North Dakota motor carriers to conduct training and informational seminars.
- Objective 2.3: Establish liaison with community organizations for support.
- Objective 2.4: Publicize agency objectives.
- Objective 2.5: Educate high risk and high exposure driver groups.

Strategy 3: Employee Development and Safety

- Objective 3.1: Conduct safety training programs.
- Objective 3.2: Ensure personnel have all equipment and information necessary to carry out MCSAP duties.

A summary of MCSAP performance goals developed to monitor success in achieving these objectives:

MCSAP Performance Summary		
	Average Previous 4-yr	Goal 2017
Part 1 - General Overview		
Reduce the CMV fatality rate per 100 million vehicle miles traveled(VMT).	0.39	0.33
Part 2 – Program Effectiveness Summary		
Motor coach/Passenger Fatal Crashes 0.00 per 100M VMT.	0.00	0.00
CMV HM Related Fatal Crashes 0.00 per 100M VMT.	0.01	0.01
Complete 900 total hazardous material inspections.	726	900
100% of MCSAP and MC troopers are HM and cargo tank certified inspectors.	100%	100%
Increase Share of CMV Traffic Enforcement Stops with an Inspection.	%	65%
35 public & industry awareness, education and training activities.	42	35
1 large Oil Field Strike Force and 4 small Strike Force Events.	5	5
Complete four Safety Belt Saturations.	4	4
Part 3 – State Goals for the CVSP		
Reduce fatal crash CMV driver violation rate.	8%	2%
1 large Oil Field Strike Force and 4 small Strike Force Events.	5	5
Traffic Enforcement Detail in each Region.	4	4
Goal to achieve 100% 'Good' rating in FMCSA state data quality monthly matrix.	96%	100%
Two specific (motor coach) inspection events.	2	2
Meet the goal of 85% catch rate of OOS carriers during roadside investigations.	<85%	85%
Reduce the HM OOS rate.	1.9%	1.3%
Increase seatbelt usage by truck drivers involved in fatal crashes.	76%	80%
Reduce share of CMV involved crashes in the NW part of ND.	43%	37%
Part 4 – National Program Element Activities		
Goal 33% Level III Inspections.	64%	61%
NDHP of 115 hours of road patrol hours per month for each sworn officer.		
The NDHP will coordinate with FMCSA ND Division to complete 40 safety investigations.	41	40
<i>Goals are fixed or based on one SD improvement from on the most recent four years, as applicable.</i>		

2 - Basic and Incentive Program Structure

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The NDHP established a Motor Carrier Division (MCD) in 2014. MCSAP is staffed through the MCD. The MCD is allocated 18 FTEs including: Division Commander, Regional Commander, three sergeants, sixteen troopers, four civilian inspectors and one administrative assistant.

In addition to the dedicated MCSAP team, the MC Motor Carrier troopers who focus efforts on size and weight enforcements and border inspection support the safety efforts lead by the core MCSAP staff. Troopers assigned to the NDHP Regions who focus patrol time on CMV size and weight issues do a driver inspection on those CMVs stopped for a size and weight violation. The MCSAP Sergeants, MCSAP inspectors, MC (size and weight) troopers have each successfully completed the North American Standard (NAS) Part A and B Courses and a majority have Advanced Level I training. The MCD dedicated to size and weight troopers conduct a Level 2 or 3 inspection on CMVs stopped for size and weight violations. These MC Troopers are certified to conduct NAS Level I inspections and are provided MCSAP overtime to conduct them. In addition, 82 traffic troopers (July 1, 2016) are certified to conduct NAS Level III inspections and participate in joint enforcement strike forces and saturation details.

Regional sergeants also have the option to maintain Level III certification as their work load allows. Based on MC Division records we currently have a total 118 CVSA certified employees in the NDHP that conduct inspections.

The Division Commander has oversight of the MCSAP program and is responsible for creation and submission of the MCSAP CVSP. He manages the grant and submits progress reports. He is the primary liaison with FMCSA and the NDHP. The Division Commander supervises the Operation Commander. The Division Commander is responsible for the overall performance of the personnel and activities in the MCSAP program. The Division Commander works to assure that adequate resources are provided to accomplish the activities in the MCSAP program.

The Operation Commander is responsible for implementation of the MCSAP CVSP in the field. He plans activities, personnel schedules and coordinates the resources to accomplish stated MCSAP activities. He processes Data Q challenges. He provides information to the Division commander on the progress of planned activities for reporting purposes. The Operations commander supervises the 3 sergeants.

The Sergeants act as the first line supervisor for the line level personnel in the MCSAP program. They act as mentors and trainers. The sergeants review and evaluate the day to day performance of the line level personnel. They also perform inspections and assure adherence to policies, plans, schedules and planned activities. The sergeants perform quarterly and yearly performance appraisals on line level personnel. They report back to the Operation Commander on inspection activities.

The troopers and civilian inspector perform inspections, safety investigation, educational activities and take enforcement action when appropriate. These are the line level personnel that are tasked with performing and accomplishing activities outlined in the MCSAP CVSP.

The NDHP continues to work closely with NDDOT and our IT section to assure our Data Quality is at the highest level possible. We have overcome historical challenges and succeeded in sustaining our Overall Data Quality rating at the Green level. We continue to monitor Data Quality to identify areas that we can improve and strive to maintain a green rating.

Process: In order to monitor performance and assure that performance goals and activities are being accomplished and met the Division Commander and Operational Commander review statistical performance levels of each MCSAP trooper. Realistic, attainable, individual performance goals in regard to inspections, enforcement activities and educational presentations are discussed with each employee. First line supervisors meet with the troopers and inspectors at the beginning of each year and discuss the goals listed in the CVSP. Individual work and career goals are discussed and set with each trooper and inspector as to how they will contribute to the overall success of the CVSP goals. Each quarter the first line supervisors do a review of work performance and progress of the individual trooper or inspector activities. Strategies for successes and challenges in meeting goals are discussed. Formal performance appraisals are conducted yearly with each employee to assure that standards in all areas of performance are being met.

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

Training on SFST's and the utilization of the roadside screening devices is provided at the NDHP academy course and a roadside screening device is issued to each officer. There are intoxilyzer 8000 breath testing machines located at jail facilities or sheriff's offices around the State that troopers have access to in order to test suspects. Troopers get training at the academy on FTO and refresher training on detecting impaired drivers.

All sworn MCSAP troopers and inspectors have attended CMVCI (DIAP) training. The NDHP has several DRE officers that are available for call to be utilized by the MCSAP personnel. K-9 troopers are assigned through the regional commanders to be present at inspection locations and special inspection blitz's. During Roadcheck and at the large oil field strike force DRE's and K-9 units are made assessable. This is coordinated with supervisors from the MC Division and other Divisional supervisors.

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

Troopers and inspectors ask for financial responsibility proof when conducting inspections and on traffic stops NDHP Policy 3-1.L states that for a violation of NDCC 39-08-20 which is failing to have valid insurance, an officer must issue a citation for the violation.

ND is an adopt by reference state for the FMCRs Under NDCC 39-21-463 the regulations are adopted.

The NDHP follows the CVSA operational policy on conducting inspections. Part of that stated policy when conducting inspections is to ask for and verify financial responsibility. During the Field training process training is provided to new inspectors and troopers to check for financial responsibility. First line supervisors verify inspectors and troopers are checking for financial responsibility during inspections when they work with and supervise their personnel. Action reports are filled out for any deviation from required practices.

The NDHP is a member of the Commercial Vehicle Safety Alliance and follows the inspection policy as provided by CVSA.

NDHP Motor Carrier Enforcement Policy 9-22 states:

PURPOSE

To establish guidance and standardization of procedures for the enforcement of all motor carrier regulations on all public roadways, streets, and highways in North Dakota.

POLICY STATEMENT

As authorized by Title 39 NDCC and administrative rules adopted by the appropriate agency, the NDHP will take whatever enforcement action is necessary to insure compliance with state and federal regulations in a manner that will safeguard and protect the health and safety of the general public.

PROCEDURE

Enforcement procedures for vehicle size and weight, federal motor carrier safety regulations, truck weighing and weight enforcement, oversize and overweight permit policies, economic regulation of household goods, carriers, and vehicle registration are outlined in annexes to this policy.

NDHP Policy 9-22 annex H is specific to placing vehicles out of service.

The NDHP conduct a yearly Motor Carrier in service training where training is provided on checking for out of service carriers.

The NDHP supervisors conduct quarterly evaluations of inspectors and officers. Officers utilize Safetynet data to track out of service violations. First line supervisors frequently work along side inspectors and troopers to monitor inspection performance.

NDHP Policy 3-1.K states:

"During traffic stops, crash investigations, or inspections involving commercial motor vehicle drivers, employees must check CDL status through the Commercial Driver License Information System (CDLIS), Query Central, or the National Law Enforcement Telecommunications System (NLETS). Reference FMCSR Part 350.211 (15). "

NDHP Policy 9-22 Annex D States:

During traffic stops, crash investigations, or inspections involving commercial motor vehicle drivers, employees must check CDL status through the Commercial Driver License Information System (CDLIS), Query Central, or the National Law Enforcement Telecommunications System (NLETS). Reference FMCSR Part 350.211 (15). In addition, a commercial carrier's authority must be checked through one of the above listed systems to determine if the carrier

has proper operating authority and is not operating under a current FMCSA or state issued out of service order reference to FMCSR Part 350.211(17). If an out of service order is detected through the Inspection Selections System (ISS) in the ASPEN Program, the out of service order must be verified through Query Central or NLETS as ISS does not currently contain real time information. The NDHP motor carrier division and/or ND division FMCSA office shall be notified of all detected OOS carriers.

NDHP Policy 9-22 Annex H sections 6 and 7 states:

Carrier Out of Service: Troopers and inspectors will check the carrier's operating authority through "Query Central" or "PRISM Target File". Carriers found to be operating either under a valid U.S. federal out of service order under CFR sections 385 and 386 of applicable federal regulation or without the required operating authority or beyond the scope of the motor carrier's operation authority under 392.a.a.1 or 392.9.a.a.2 will immediately contact the NDHP motor carrier division office and/or the ND division FMCSA office and forward all information on the affected carrier. A carrier must be checked through one of the above listed systems or through the ISS system in the ASPEN program to determine if the carrier has proper operating authority and is not operating under a current FMCSA or state issued out of service order reference to FMCSR Part 350.211(17).

Vehicles shall be declared out of service after on line or telephonic verification of the motor carrier's out of service order. (Refer to CVSA Out of Service Criteria Part IV.)

The NDHP has access through NLETS to the PRISM Target file. Trooper have the ability to be notified of OOS carriers via the in car mobile data terminal (MDT) and computer aided dispatch (CAD).

Basic and Incentive Program Effectiveness Summary - Past Performance

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
10/01/2014	09/30/2015	53	0.33	0.41
10/01/2013	09/30/2014	45	0.35	0.43
10/01/2012	09/30/2013	57	0.20	0.56
10/01/2011	09/30/2012	42	0.20	0.42
10/01/2010	09/30/2011	29	0.17	0.32

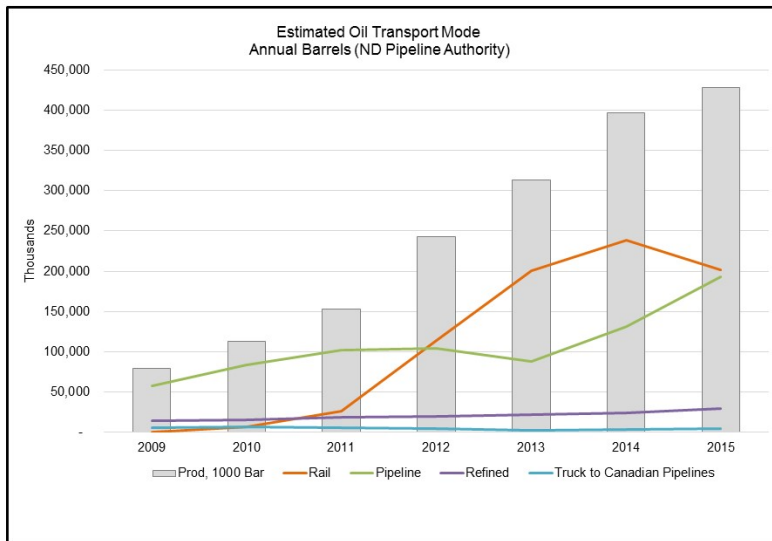
Enter the source and capture date of the data listed in the table above:

Source: NDDOT, June 2016

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

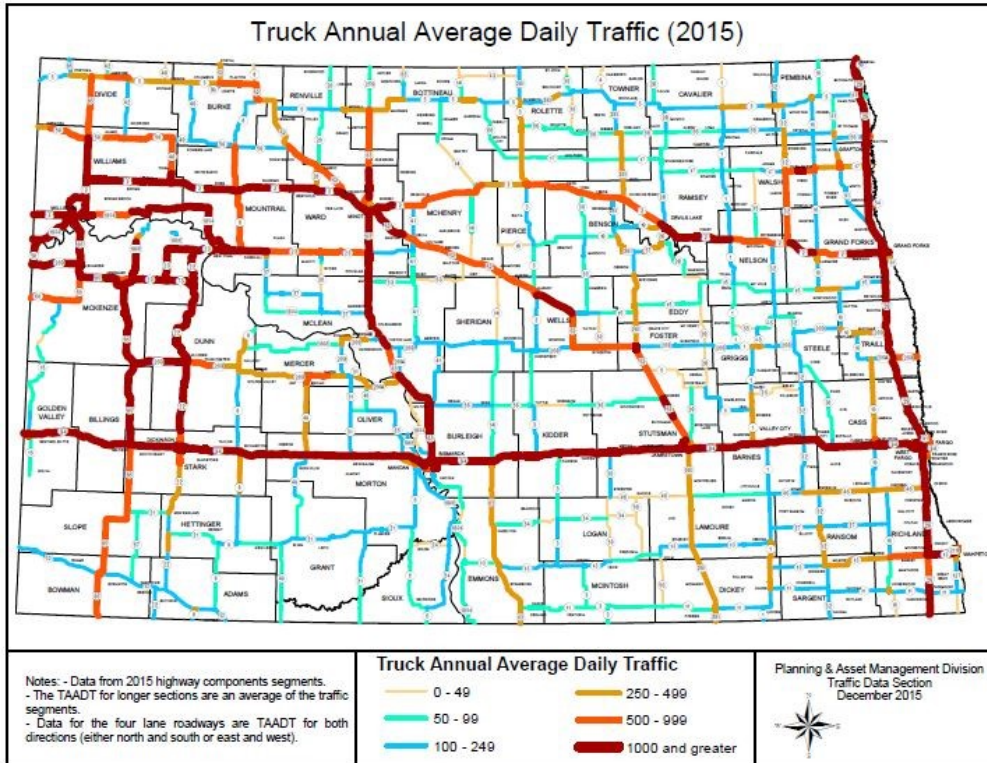
In FY2017, the NDHP will strive to attain a CMV fatality rate of 0.33 or less. Our long term goal is consistent with our state partners, which is to achieve a zero fatality rate. The NDHP will continue to promote fewer driver violations for both CMV drivers and non-CMV drivers interacting with trucks, and increase safety belt compliance through inspection, enforcement and education. We have found the need to adjust the CMV fatality rate goal as VMT continues to rise in ND. The goal needs to be realistic and attainable.

Our goal for FY2015 was a 0.35 fatality rate – per eCVSP FY2015 Table 2.1. After multiple years of increasing CMV involved crashes in recent years, which can be directly attributed to the impact of the oil industry especially in northwest North Dakota, the trend appears to be stabilizing as truck activity slows related to increasing pipeline capacity/geographic coverage and less drilling activity.



Traffic Environment Comments

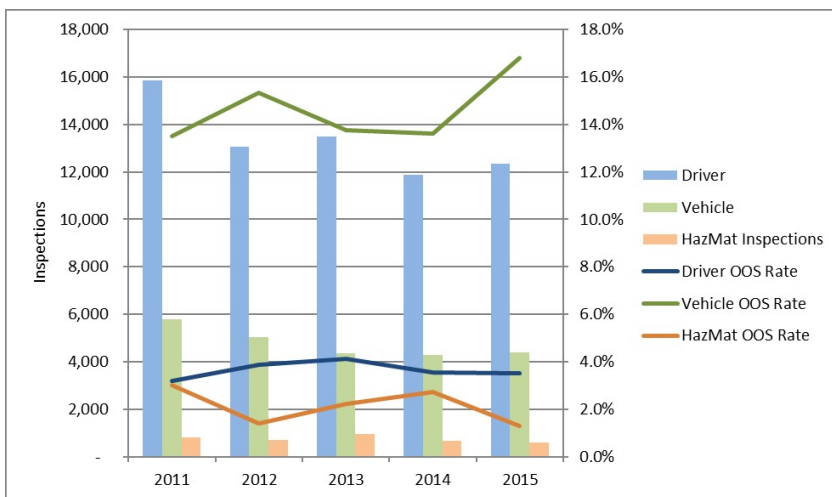
- North Dakota produces over 1 million barrels of oil per day. Production volume did increase 23% in 2015 compared to 2014. The volume is 12 times greater than that produced in 2005. In addition, unlike the 2005 production, a majority of the expanded production had been collected by trucks rather than pipeline (US EIA). The share of pipeline traffic does continue to grow as additional capacity is available per the figure above. In addition to oil transport, future truck traffic uncertainty is attributed drilling rig activity – which continues to fluctuate after a large decline related to lower world energy prices. Most of roads in the 16 of North Dakota’s 53 counties, those in the western oil producing region, are rural two-lane paved and local unpaved. These roads in the core production counties are not accessible via interstate highway. US Highway 85 and US Highway 2 travel through the heart of the oil producing region in the west and are heavily used for drilling operations and production truck traffic. These highways also border with Canada, Montana and South Dakota as critical interregional traffic corridors in this area (See Traffic Map Below).
- VMT was 4% higher for all vehicles and 10% higher for trucks in 2015 when compared to 2014 traffic levels.
- In addition, the continued high truck share in the traffic ratio is noted - with about 23% of the non-interstate highway DVMT attributed to trucks in 2015 compared to 12% in 2000.
- Another issue is in multi vehicle crashes involving CMV’s, the crash is more often caused by the passenger vehicle driver error than the CMV driver error, considering crash-related citations.



The out-of-service rates for drivers were stable over that last year while vehicle out-of-service rates increased. The HazMat OOS rate remains low, with a slight decrease compared to the previous two years. The number of driver/vehicle inspections has stabilized over past years as changes were implemented in NDHP personnel staffing levels, NDHP philosophy (e.g., fixed inspection stations vs. mobile inspection capabilities), and national emphasis (e.g., inspections vs. SAs vs. CRs).

A & I Data, July 5, 2016; Copied & saved as graphic

FY	Inspections	Vehicles OOS	Vehicle OOS Violations	Drivers OOS	Driver OOS Violations
2011	16,402	829	906	507	596
2012	13,264	798	996	506	581
2013	13,725	615	766	556	658
2014	12,159	583	768	423	498
2015	12,380	734	965	433	519



The number of Safety Investigations has been impacted by changes in personnel, philosophy and emphasis. Still, the NDHP has strived to grow its Investigation Program. With fewer personnel, we allocated resources to this program, due to its proven, positive impact on CMV safety. In FY2014 we trained 2 additional troopers to do investigations which affected the overall number completed as they were training most of the year. Current staffing is adequate with the qualified troopers. We will continue to assess personnel levels to confirm appropriate resources are devoted to the program. A close working relationship with the Federal Motor Carrier Safety Administration (FMCSA) North Dakota Division has also contributed to this program's success. We completed the following investigations, as shown below:

FY	Compliance Reviews (CR)/Safety Inspections (SI) after 2011	CR/SI Troopers	CR/SI Investigators
2011	45	5	1.0
2012	42	2	1.0
2013	30	2	0.5
2014	38	4	0
2015	50	4	0

Source: NDHP (MCSAP FY16 Yr-End Report)

Process: In compliance with 49 CFR 350.201(q), the NDHP will continue to train all troopers to recognize and remove drivers impaired by alcohol and controlled substances from the highways. In addition, troopers will have access to many detection tools, including the use of up to nine NDHP drug dogs. In compliance with 49 CFR 350.201(t), 49 CFR 392.9a is enforced by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority, and 49 CFR 387 is enforced during driver/vehicle inspections and CRs. First line supervisor monitor this during special enforcement blitzes and when doing periodic performance checks. Quarterly performance checks and yearly performance appraisals are conducted by first line supervisors to assure OOS carriers are being checked by inspectors and troopers.

The NDHP has a stated goal of 85% catch rate for ND in FY2017. All MCSAP troopers and inspectors have access to Query Central and utilize it during roadside and fixed site inspections to check carrier status. ND is a PRISM compliant state. We use Query Central, NLETS, PRISM Target File and ISS systems to check of carrier authority. The NDHP failed to identify 3 of 3 OOS carriers, reflected in the 0% catch rate, in the past 12 months as indicated in the reports provided by the ND Division of FMCSA. In these inspections, 2 of the 3 OOS carriers stated in the report were the same carrier. This carrier was stopped, inspected and identified as out of service by the inspecting officer. The carrier was determined to be operating in an intrastate capacity at the time of the stops. ND Division of FMCSA was contacted to assist in determining a course of action. Guidance from the ND Division was that the OOS designation did not apply and could not be

enforced due to the intrastate status of the load movement.

The report shows a catch rate for the Western SC to be 37.8% during the same 12-month period.

WESTERN SC	Last 12 Months (through April 2016)		
State	Inspections	OOS ID-d	Percent ID-d
ND	3	0	0%

x

2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
10/01/2014	09/30/2015	1	0	0.01
10/01/2013	09/30/2014	0	0	0
10/01/2012	09/30/2013	1	0	0.01
10/01/2011	09/30/2012	1	0	0.01
10/01/2010	09/30/2011	0	0	0

Enter the source and capture date of the data listed in the table above:

Source: FMCSA A&I. June 24, 2016

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Data analysis has not identified a motorcoach/passenger transportation safety problem in North Dakota. Historically, we have not had an extensive passenger carrier inspection program given limited motorcoach traffic. With the requirement to conduct inspections at destinations and terminals, we have few opportunities to do inspections on motorcoaches passing through North Dakota. During FY 2015, according to MCMIS data on FMCSA A&I on line statistics there were only 10 bus crashes, with 1 fatal crash and 2 injury crashes.

3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
10/01/2014	09/30/2015	11	0	0.11
10/01/2013	09/30/2014	6	0	0.06
10/01/2012	09/30/2013	4	0	0.04
10/01/2011	09/30/2012	1	0	0.01
10/01/2010	09/30/2011	2	0	0.02

Enter the source and capture date of the data listed in the table above:

FMCSA A&I June 29, 2016

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

The NDHP has not identified a specific hazardous material problem in ND as it contributes to CMV crashes. Although the figure remains low, the fatality rate increase in the most fiscal years is not expected to continue into next year. Less exposure, with the recent decline in the energy sector activity, as well as ongoing MCSAP efforts to ensure compliance and safety in the HM sector are expected to resolve the issue. In recognition of the importance of addressing this component in large truck safety, an additional HM CSA Focused Investigation is included in the FY2017 Carrier Investigation Estimates.

In past years (2011-2014) the NDHP has generated an average of 726 total Hazardous material inspections annually. Each year we set a goal of doing 900 total hazardous material inspections. Total HM Inspections for 2015 was 596; Vehicle Out of Service Rate 18.2% (this is an overall rate; they are broken out by level of inspections); Out of Service Driver Rate 3.0%; HM Out of Service Rate 1.3%.

Each year we have completed 1 large oil field and 4 smaller oil field strike forces in NW North Dakota where the bulk of the Hazardous Material loads and cargo tank loads operate. In FY 2015 we conducted 1 large oil field strike force and 4 small oil field strike forces. The smaller strike force events were held quarterly. We are on schedule to complete the 5 strike force events again in FY 2016.

The NDHP has an active Hazardous Materials (HM) Program and Oil Field Enforcement (OFE) Program. Twenty-four CV troopers are certified to complete hazardous materials inspections, 11 are certified to conduct passenger vehicle inspections, and 20 are certified to conduct cargo tank inspections. In the HM partnership arena, we have a comprehensive HM response plan that is tied to multiple partners and the National Threat Level. In the HM inspection arena, the NDHP has 24 personnel who routinely conduct HM inspections. In the HM review arena, the NDHP has four officers who conduct Safety Investigations of HM carriers. We have a goal that all MCSAP and MC troopers in the NDHP will be HM and cargo tank certified inspectors.

4 - Traffic Enforcement Trend Analysis: 2011 - 2015

Instructions:

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. Insert the total number of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	1263	130
01/01/2014	12/31/2014	1771	1467
01/01/2013	12/31/2013	1652	1453
01/01/2012	12/31/2012	1869	1598
01/01/2011	12/31/2011	1705	1430

Check if State does not conduct CMV traffic enforcement stops without an inspection.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	394	394
01/01/2014	12/31/2014	1582	1582
01/01/2013	12/31/2013	1270	1270
01/01/2012	12/31/2012	1328	1328
01/01/2011	12/31/2011	1131	1131

Check if State does not conduct Non-CMV traffic enforcement stops.

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	1206	1206
01/01/2014	12/31/2014	322	322
01/01/2013	12/31/2013	76	76
01/01/2012	12/31/2012	72	72
01/01/2011	12/31/2011	81	81

Enter the source and capture date of the data listed in the table above:
 NDHP Contact system data. Includes MCSAP and BEG enforcement activity. August 1, 2016.

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP

Instructions:

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

Activity: Describe Outreach and Education activity conducted:

Industry and Public Training, Education and Outreach Describe: The NDHP conducts industry education, training and outreach activities on a variety of topics ranging from driver qualifications, general regulations, hours of service, how to prepare for a DOT Audit, DOT inspections, HM, and load securement. The NDHP offers public education and outreach activities on a variety of large truck safety topics. The activities are based on requests. We have done classes on No Zone, Teens and Trucks, and Share the Road to promote public awareness in CMV safety.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):

Promote CMV safety through 35 industry and public education/outreach activities. Monitor requests to determine if new or revised activities are needed.

Actual: Insert year to date progress (#, %, etc., as appropriate):

Through the second quarter of FY2016, the NDHP has conducted 30 public outreach/event activities. These events included a No Zone presentation held at Minot High School – targeting high-risk novice drivers in the oil region. In addition to driver qualification, general regulation, hours of service, and inspection seminar topics the NDHP held four presentations directed at oversize/overweight permitting. A booth was staffed at the annual industry ND Motor Carriers Association Conference in October. The NDHP partnered with the ND Motor Carrier Association to conduct educational activities on Federal Motor Carrier Regulations at their annual conference. CMV winter driving was highlighted on Trooper Talk, a quarterly radio talk show, during which the public can call to provide comments or ask troopers questions. NDHP completed 68 educational and outreach presentations to industry or civic organizations on FMCSR's, CMV and traffic safety topics, HM safety and other related topics in FY2015, achieving the goal for the year.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

The NDHP does not have any difficulty in achieving the public education and outreach goals. One challenge is that we typically receive many more requests for training and presentations than we can accommodate. For example, we have found the No Zone-Teens and Trucks to be very labor intensive to organize and administer so reduced the number of events to two in FY2015 and FY2016.

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP

Instructions:

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

One large Oil Field Strike Force in the NW Region conducted in either August or September. All available MCSAP personnel will participate as determined by the MC Division Operations Commander. The NDHP had no difficulty getting these activities planned and completed. Two MAFSO events were extra events that were held with PHMSA and FMCSA.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):

Complete one large oil field and four small oil field strike forces during FY2016.

Actual: Insert year to date progress (#, %, etc., as appropriate):

One oilfield blitz has been conducted at the end of quarter two, FY2016. The event in February included 19 inspections resulting in 10 citations. There were 5 personnel assigned to the event. Road check was held in June 2016.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.

Mixed Traffic Enforcement (MTE) focused on safe passenger vehicle/large truck interaction, will be held each quarter in one of the Regional locations and completed by Sept. 30, 2016.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):

Promote safe large truck/passenger vehicle interaction with 4 MTE details to be held during FY 2016.

Actual: Insert year to date progress (#, %, etc., as appropriate):

Two MTE details were held in the 2nd quarter FY16. One in eastern ND on February 18-19 with 4 personnel assigned. There were 5 inspections completed and 19 citations issued. In western ND, the MTE was also held on March 31 with 8 personnel assigned. There were 15 inspections completed and 28 citations issued. FY 2016 through Q2, Citations by Traffic Violation: 392.2C Traffic Control: 101 Citations Issued 392.2S Speeding: 393 Citations Issued 392.16 No Seat Belt: 207 Citations Issued

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Activity #3

Activity: Describe State-specific activity conducted from previous year's CVSP.

Complete four Safety Belt Saturations.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):

Promote safety belt use, with extra attention to rural roads in and around the State's oil fields, by completing one safety belt saturation in each quarter in FY2016.

Actual: Insert year to date progress (#, %, etc., as appropriate):

One high emphasis seat belt enforcement blitz was held during the second quarter FY16. On February 15-21 a seat belt blitz was held, 129 inspections were completed with 46 citations issued. 12 were for seat belts on CMVs, 3 on vehicles travelling around CMVs (total 15). Roadcheck was held in June 2016.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Activity #4

Activity: Describe State-specific activity conducted from previous year's CVSP.

NW Region Overtime Program. The Motor Carrier Division Operations Commander will create an operational order for the overtime hours. A goal of 1 contact per hour will be set. Troopers working will follow the NDHP Enforcement Policy. The Program will focus on crash causing and driver behavior violations with an emphasis on speeding, right of way, passing, seat belts and aggressive driving violations. Troopers working will be required to submit a report at the end of each work shift with the number of inspections, citations, warnings and arrest made. The hours will be monitored on a monthly basis by the Divisional Commander. Information will be forwarded to FMCSA on the quarterly progress report.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):

The goal for these enforcement efforts is that the driver violation rate will be reduced by 5% in FY 2015 and contribute to a reduced CMV Crash rate by 5%.

Actual: Insert year to date progress (#, %, etc., as appropriate):

There has been 256.5 hours worked under this overtime program through March 31, 2016. This is a voluntary program. We ended the program in the latter half of the fiscal year.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Basic & Incentive CMV Safety Objectives

The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal

Instructions:

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:

Only 2.0% of CMV drivers in fatal crashes were cited for a violation in FY2016. NDDOT and FMCSA data reveals that on average, from 2011 to 2015, 10.1% of ND CMV drivers had a violation in a fatal CMV related crash This is higher than the national average of 6.9% for that period but ND has been below the national average in the recent two fiscals years. The NDHP will work to complete inspections to have an impact on the CMV driver violation rate, keeping it below 5%.

FY	North Dakota			National
	CMV Drivers in Fatal Crashes	CMV Drivers in Fatal Crashes Cited for Violation	%	CMV Drivers in Fatal Crashes Cited for Violation
2011	25	5	20.0%	7.0%
2012	36	3	8.3%	7.4%
2013	54	8	14.8%	7.5%
2014	40	2	5.0%	6.6%
2015	45	2	2.0%	5.9%

Enter Data Source Capture Date:

07/08/2016

Enter Data Source:

NDDOT & NDHP (ND); FMCSA (National)

Enter Crash Reduction Goal

0.33 CMV Fatal Events/100m VMT

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

The NDHP will strive to accomplish this goal by completing a total of 14,500 CMV inspections, dedicating 11 MCSAP troopers, 1 MCSAP civilian inspectors and 3 MCSAP Sergeants to doing the bulk of these inspections, 82 traffic trooper conducting level 3 inspections on traffic stops of CMVs in FY2017. As stated in the in the budget section the NDHP will dedicate 90% total hours for the sworn troopers and civilian inspectors time towards MCSAP eligible activities. The sergeants will dedicate 85% of thier time to MCSAP eligible activities. Sworn Traffic troopers dedicate 1% of thier time towards MCSAP activities conducting a minimum of 32 level 3 inspections per year. The 115 hours as stated by the NDHP covers a wide range of activities that sworn officers are required to perform while on "road patrol". The 115 hours for MCSAP personnel encompasses eligible traffic control time, truck enforcement time related to roadside and fixed inspections, assisting with post crash inspections of CMVS, roadside reporting requirements and any criminal interdiction efforts while conducting inspections. In 2015 MCSAP sworn troopers averaged 51 inspections per month. The average time each inspection took to complete was approximately 2.2 hours per inspection. This is an average of 112 hours per month per trooper for conducting inspections.

The 115 hours as stated by the NDHP covers a wide range of activities that sworn officers are required to perform while on "road patrol". This number encompasses eligible traffic enforcement patrol time, truck enforcement/inspection time related to roadside and fixed inspections, assisting with post crash inspections of CMVS, roadside reporting requirements and any criminal interdiction efforts while conducting inspections. There are a number of variables in a sworn officers day, which make it difficult to specifically dedicate a set number of hours to conducting inspections. Based on stats kept by the NDHP in CY 2015, the officers who dedicate their time to MCSAP inspections average approx. 51 total inspections per month. On average each inspection took 2.2 hours. This is an average of 112 hours per month. The NDHP sees the goal of 115 hours of road patrol as a realistic and attainable goal. It is consistent of the goal of all sworn officers in the agency.

One large Oil Field Strike Force in the NW Region conducted in either August or September. All available MCSAP personnel will participate as determined by the MC Division Operations Commander. The large strike force is a 4-day saturation event at various inspection locations in the NW Region.

Four small strike forces, which will include 3 HM, completed in FY2017. 3 of 4 the small strike forces in western ND in the months of May, July and October, 1 strike forces will be completed during April, June or August in the eastern region. The staffing levels will be determined by the Motor Carrier Division Operational Commander. The small strike forces will be 1 or 2 days in duration.

Complete 20 Safety Investigations on carriers with high Unsafe Driving, Fatigued Driving, and/or Driver Fitness BASICS and 4 MTE enforcement blitz during FY2017. There will be one held in each of the 4 regional locations. The MCSAP troopers from each respective region will participate. An invitation to the Traffic Regional staff will be extended to participate as determined by the Regional Commander.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required SF-PPRs. Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

The goal for enforcement efforts is to reduce fatal crash driver violation rate to < 5%.

Twenty (20) Safety Investigations on carriers with high driver BASICS during FY2017. The MCD Commander will review monthly Safety Investigation Reports,

provided by FMCSA, to track unsafe driving, fatigued driving and/or driver fitness investigations and complaint Safety Investigations. He will analyze the results of each strike force, and submit this analysis to FMCSA.

One large Oil Field Strike Force in western ND and four small strike forces are completed in FY2017. We will complete the 3 of 4 the small strike forces in western ND in the months of May, July and October and will be staffed with MCSAP inspectors and troopers stationed in the NW and SW regions. 1 other strike force will be completed during April, June or August in the east. NE and SE regions and will be staffed with MCSAP inspectors and troopers stationed in the NE and SE Regions. The MC Division Operational Commander will invite the regional traffic and MC troopers to participate as availability is determined by the Regional Commanders. The Large Oil field strike force will be held in either August or September and staffed by all MCSAP personnel as determined by the MC Division Operations Commander. Typically, this is blitz involved all available MCSAP personnel. The Motor Carrier Division Commander will review monthly CR Reports, provided by FMCSA, to track fatigued driving, unsafe driving and driver fitness investigations and complaint investigations. He will analyze the results of each strike force, and submit this analysis to FMCSA. State crash data will be reviewed and analyzed to determine trends on crashes that may involve CMVs.

At each strike force event it is the goal that personnel assigned will average one inspection per hour of truck enforcement time. Each strike force will have a goal to average 1 inspection per hour of truck enforcement activity time logged on the daily activity report for each trooper and or inspector assigned to the strike force. A minimum of 3 personnel will be assigned to each small strike force. For each Mixed Traffic Enforcement (MTE) operation there will be a goal of 1 enforcement contact per hour of road patrol time for each trooper assigned. A minimum of 2 Troopers assigned to each MTE operation is expected. The large oil field strike force will have all available MCSAP personnel assigned for a 4-day period, with a goal of 1 inspection per hour of truck enforcement. The large strike force will have a minimum of 6 personnel assigned but as many as 12 personnel as the schedule allows.

The 4 MTE details will be monitored for activity. 1 MTE Detail will be held each quarter in one of the Regional locations. Citation and warnings issued will be forwarded to the Operations Commander for analysis at the end of each detail.

The Division Commander will share any relevant information with FMCSA. All 4 MTE details will be completed by September 30, 2017.

Analyze State Traffic Fatality statistics as maintained by the NDHP and NDDOT on a quarterly basis to determine trends and factors in fatal crashes involving CMVs. The Motor Carrier Division Commander will review monthly Safety Investigation Reports, provided by FMCSA, to track unsafe driving, fatigued driving and/or driver fitness investigations and complaint Safety Investigations. He will analyze the results of each strike force, and submit results to FMCSA.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State’s rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: Indicate your State’s SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Fair	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

Enter the date of the A&I Online data snapshot used for the “Current SSDQ Rating” column:

A&I data snap shot date as of July 8, 2016.

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Deploying Core CVISN	Yes
PRISM	step 6	Yes
SSDQ	Good	Yes

Data Sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)
- [FMCSA website SSDQ information](#)

Goal to achieve 'Good' Overall rating in FMCSA state data quality measures.

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e. problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.

The NDHP achieved 'Good' ratings in 100% of the Inspection Data quality measure months. The NDHP achieved Good in the Crash Data quality for months measured after the Non-Fatal Crash Completeness was eliminated from the rating system.

Monthly Results/ MCMIS Run Date	Event Date Range	Overall State Rating	Crash				Inspection				Crash Consistency	Overriding Indicator		
			Crash Record Completeness	Fatal Crash Completeness	Crash Timeliness	Crash Accuracy	Inspection Record Completeness	Inspection VIN Accuracy	Inspection Timeliness	Inspection Accuracy				
Jun '16 06/24/2016	04/01/2015 - 03/31/2016	●	●	●	●	●	●	●	●	●	●	●	No Flag	
May '16 05/27/2016	03/01/2015 - 02/29/2016	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Apr '16 04/29/2016	02/01/2015 - 01/31/2016	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Mar '16 03/25/2016	01/01/2015 - 12/31/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Feb '16 02/26/2016	12/01/2014 - 11/30/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Jan '16 01/29/2016	11/01/2014 - 10/31/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Dec '15 12/28/2015	10/01/2014 - 09/30/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Nov '15 11/27/2015	09/01/2014 - 08/31/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Oct '15 10/23/2015	08/01/2014 - 07/31/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Sep '15 09/25/2015	07/01/2014 - 06/30/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Aug '15 08/28/2015	06/01/2014 - 05/31/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Jul '15 07/24/2015	05/01/2014 - 04/30/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	
Jun '15 06/19/2015	04/01/2014 - 03/31/2015	●	●	●	●	●	●	●	●	●	●	●	No Flag	

● Good
Minimum of 1 Good Crash Measure, 1 Good Inspection Measure, AND 0 Poor

● Fair
Maximum of 1 Poor

● Poor
2+ Poor OR Red Flagged

Data Source: FARS records and MCMIS crash and inspection records.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.

Over the past year ND has made good progress with crash accuracy. The current overall rating is good, which is consistent with overall rating for the previous 3 years. An improvement in crash accuracy has been sustained with the implementation of standard training for law enforcement on carrier identification during the ND Police Basic Academy course. The current fair rating for crash timeliness is based on: 77% of State's evaluated crash records were reported within 90 days of the crash. These crashes occurred between 04/01/2015 and 03/31/2016. Rating is fair because your percentage is between 65%-89%. The rating has been good in all previous quarters since April 2014. The source for the issue may be local agency timeliness in crash reporting, but it is expected

this issue will be quickly addressed to regain the expected good rating in this data performance measure.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Goal to achieve 'Good' Overall rating in FMCSA state data quality measures.

The NDHP achieved 'Good' ratings in 100% of the Inspection Data quality measure months. The NDHP achieved Good in the Crash Data quality for months measured after the Non-Fatal Crash Completeness was eliminated from the rating system.

A meeting is held by December 30, 2016. NDHP MC Division's Administrative Commander reviewed the data quality rating each quarter. The Motor Carrier Administrative Commander will host a meeting, track any data improvements, and State safety data quality each quarter. He will coordinate with FMCSA ND Division and the NDDOT throughout this process.

The ND Police Basic is completed on average 2 times per year at the ND Law Enforcement Training Academy and crash accuracy instruction will be completed during the crash investigation portion of the training. This has been coordinated with Training Director. The LETA is the primary training facility for all law enforcement in ND. Local agency personnel must complete this course to become a licensed peace officer in North Dakota This topic will be addressed at the Motor Carrier Division in-service with MCSAP personnel and MC Troopers.

3 - Passenger Carrier Enforcement**Instructions:**

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

Check this box if:

As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service catch rate of 85% for carriers operating while under an OOS order. In this section, States will indicate their catch rate is at least 85% by using the check box or complete the problem statement portion below.

Check this box if:

As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (OOS) order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities. If this box is checked, no additional narrative is necessary..

Enter your State's OOS Catch Rate percentage if below 85%: 0
 Enter your State's OOS Catch Rate percentage if below 85%: 0

Performance Objective: Enter performance objective(s).

The NDHP has a stated goal of 85% catch rate for ND in FY2017. All MCSAP troopers and inspectors have access to Query Central and utilize it during roadside and fixed site inspections to check carrier status. ND is a PRISM compliant state. We use Query Central, NLETS, PRISM Target File and ISS systems to check of carrier authority. The NDHP failed to identify 3 of 3 OOS carriers, reflected in the 0% catch rate, in the past 12 months as indicated in the reports provided by the ND Division of FMCSA. In these inspections, 2 of the 3 OOS carriers stated in the report were the same carrier. This carrier was stopped, inspected and identified as out of service by the inspecting officer. The carrier was determined to be operating in an intrastate capacity at the time of the stops. ND Division of FMCSA was contacted to assist in determining a course of action. Guidance from the ND Division was that the OOS designation did not apply and could not be enforced due to the intrastate status of the load movement.

The report shows a catch rate for the Western SC to be 37.8% during the same 12-month period.

WESTERN SC	Last 12 Months (through April 2016)		
State	Inspections	OOS ID-d	Percent ID-d
ND	3	0	0%

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Please describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside, and how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Training on the use of Query Central will take place at either the Motor Carrier In service or a Divisional training session by January 1, 2016. Training on the use of the PRISM Target file will be done in conjunction with ND Motor Vehicle Department by January 1, 2016.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

When conducting a roadside or fixed site CMV inspection and during strike forces the USDOT number will be entered into ISS in ASPEN, query central or compared to the PRISM Target File, to verify carrier status. If the USDOT shows out of service, ISS, Query Central or the PRISM Target file will alert the inspector that the carrier is currently under a Federal OOS order. Query Central will indicate the date and reason the carrier was placed out of service. If the carrier is operating intrastate and is Unsat/Unfit, or is an Imminent Hazard the OOS order will be enforced and contact will be made with the FMCSA ND Division for further actions. If the carrier is operating in interstate commerce and an OOS order is noted contact will be made with the FMCSA ND Division for further actions. A carrier found to operating under a valid OSS order will immediately be placed out of service until resolved. If an officer is unable to verify status through ISS or Query Central, they will contact FMCSA Western Service Center to verify operation status per the 2013 planning memo.

Supervisors on scene at roadside or fixed sites will verify that carriers are being verified by the inspectors and troopers conducting inspections through periodic work performance monitoring. The monitoring will be done 1 time per quarter by the first line supervisors. The Motor Carrier Division Commander will track and analyze enforcement data and usage each quarter to monitor progress.

During Road side investigations NDHP policy 9-22 Annex G states that troopers and inspectors will verify carrier status utilizing NLETS through the CAD system.

The NDHP Division Commander will run a quarterly report to determine if any OOS carriers were not identified during a roadside inspection.

5 - Hazardous Materials Transportation Safety**Instructions:**

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

CMV Increased Safety Belt Usage

Problem Statement Narrative: Describe problem identified by performance data.

ND crash data reveal that 76% of truck drivers were wearing safety belts during fatal crashes in North Dakota between 2011 and 2015 even though federal and state laws require safety belt use. The rate was ranged from 68% in FY10 to 82% in FY15. For the 2015 ND statewide passenger vehicle survey, observers tracked safety belt use for 27,782 front seat vehicle occupants. The estimates of safety belt use were 80.4% for drivers and 86.2% for passengers. Adjusting the raw state rate for the survey design and weights resulted in a weighted state rate of 80.4%. The national average safety belt use is 87.0%. So while the use rate is good, it has been proven that people who don't wear safety belts are more likely to die in crashes so additional gains in safety belt use will reduce crash fatal injuries.

NDDOT Crash Data FY10: 8 of 11 truck drivers wore safety belts during fatal crashes = 73% FY11: 17 of 25 truck drivers wore safety belts during fatal crashes = 68% FY12: 27 of 36 truck drivers wore safety belts during fatal crashes = 75% FY13: 39 of 54 truck drivers wore safety belts during fatal crashes = 72% FY14: 30 of 40 truck drivers wore safety belts during fatal crashes = 75% FY15: 37 of 45 truck drivers wore safety belts during fatal crashes = 82%

Performance Objective: Enter performance objectives including baseline data and goal.

Increase seatbelt usage by truck drivers involved in fatal crashes by three percentage points during FY 2017.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

Complete 4 Seatbelt saturations. Be vigilant during valid traffic stops of CMVs for proper seatbelt use and take enforcement action when necessary.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Complete 4 Seatbelt saturations. Be vigilant during valid traffic stops of CMVs for proper seatbelt use and take enforcement action when necessary. One saturation each quarter with a total of four to be completed by September 30, 2017. Target safety belt use on the rural roads in and around the State's oil fields. One large Oil Field Strike Force and four small strike forces are completed by September 30, 2017. Conduct inspections in conjunction with CVSA Roadcheck June 2017 and promote safety belt use during the check and while conducting Safety Investigations. Troopers working the seat belt saturations and inspection blitzes will have a goal to complete one inspection or enforcement contact per hour of inspection time or road patrol time worked. The Motor Carrier Commander will analyze safety belt use each quarter during FY2017 to look for increases. MCSAP troopers from each respective region will participate in the saturation held in their respective region locations.

State Objective #2

Enter the title of your State-Identified Objective.

Oil Field Operations

Problem Statement Narrative: Describe problem identified by performance data.

North Dakota has become the 2nd largest producer of oil in the nation as of May 2014 We continue to see traffic related to exploration and production of oil and natural gas in our state. The traffic in the Northwest corner of ND has risen dramatically over the past 5 years per the Figure in Section 2.1. NDDOT Crash Data: 2010 = 24 crashes, 4 crashes involving CMVs = 16.7% 2011 = 43 crashes, 12 crashes involving CMVs = 27.9% 2012 = 67 crashes, 24 crashes involving CMVs = 35.8% 2013 = 62 crashes, 32 crashes involving CMVs = 51.6% 2014 = 62 crashes, 26 crashes involving CMVs = 41.9% 2015 = 47 crashes, 21 crashes involving CMVs = 44.7%

Performance Objective: Enter performance objectives including baseline data and goal.

Reduce the number of CMV involved crashes in the NW part of ND by 6% (=1 SD) in FY2017. The goal will be 38% CMV involved fatal crashes for NW ND. The FY2015 rate was 44% as stated in the problem statement. This data is maintained by the NDDOT and NDHP.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

Complete activities previously described in Section 3.1 and 3.5

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Measured as indicated in section 3.1 and 3.5

State Objective #3

Enter the title of your State-Identified Objective.

Electronic Logging Device Training/Software

Problem Statement Narrative: Describe problem identified by performance data.

The NDHP needs to obtain training per FMCSA implementation for the electronic logging device (ELD) for hours of service compliance and enforcement in the agency's phased approach as described by FMCSA in three periods.

Performance Objective: Enter performance objectives including baseline data and goal.

Initially, the Awareness and Transition Phase commenced 02/16/2016 and runs through 12/18/2017. Carriers and drivers subject to the rule can use any of the following for records of driving status (RODS) during this phase: •Paper logs •Devices with logging software •AOBRDS •Certified ELDs listed on the FMCSA ELD website. The second period is the Phased-In Compliance Phase extends from 12/18/2017 to 12/16/2019. During this phase carriers and drivers subject to the rule can use any of the following for records of driving status (RODS) during this phase: •AOBRDS •Certified ELDs listed on the FMCSA ELD website. During this phase software will be available to transmit these electronic records from carriers and drivers to FMCSA officials and law enforcement personnel for compliance and enforcement purposes. The final period phase is Full Compliance that requires all drivers and carriers subject to the rule use certified, registered ELDs that comply with the requirements of the ELD regulations. The NDHP will use email transfer as all troopers have an email address. In preparation for Phased-in and Full Compliance phases, FMCSA will be developing and administering training for law enforcement partners regarding the ELD and RODS <https://www.fmcsa.dot.gov/hours-service/elds/training-and-events>. It is expected that the training will include web-based and classroom training

per preliminary announcements. The training will ensure enforcement partners 'understand enforcement and compliance procedures during each implementation phase, and which regulatory guidance applies to each.'

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

100% of MCSAP troopers have EDL awareness, accessibility and appropriate ELD training, per FMCSA schedule. Ensure troopers obtain appropriate ELD training per national training center schedule. (Level 3 CSA completed in FY 2016.)

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

MCSAP troopers complete EDL training, as scheduled by the national training center, by September 30, 2017.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx> (user id and password required).

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. Include the day to day routine for inspections and explain resource allocation decisions (i.e., Number Of FTE, where inspectors are working and why).

Enter narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.

The NDHP has six fixed locations where inspections can be conducted on a random basis. All are outdoor facilities. In addition, there are numerous turn out locations sites around ND in the form of old rest areas with paved surfaces and turnouts that are parallel to highways with paved surfaces. Several of the DOT yards have areas where trucks can be inspected. We continue to work with NDDOT to identify fixed areas and turnout locations to conduct inspections. Troopers are deployed to high CMV traffic areas such as the interstate system and US Highway systems. I-94, I-29, US 85, US 2, US 83. We also routinely send troopers to the NW area of ND to have an impact on the oil explorations counties. ND is the 2nd largest State in the United States for oil production. Inspection details are held routinely in the NW part of ND. When conducting a CMV inspection the USDOT number will be entered into query central to verify carrier status. If the USDOT shows out of service, Query Central will alert the inspector that the carrier is currently under a Federal OOS order. Query Central will indicate the date and reason the carrier was placed out of service. If the carrier is operating intrastate and is Unsat/Unfit, or is an Imminent Hazard the OOS order will be enforced and contact will be made with the FMCSA ND Division for further actions. If the carrier is operating in interstate commerce and an OOS order is noted contact will be made with the FMCSA ND Division for further actions. A carrier found to be operating under a valid OOS order will immediately be placed out of service until resolved. If an officer is unable to verify status through Query Central, they will contact FMCSA Western Service Center to verify operation status per the MCSAP Comprehensive Policy. 11 MCSAP troopers conduct roadside and fixed-site inspections. 3 MCSAP Sergeants conduct roadside and fixed-site inspections. 1 Civilian inspector conducts roadside and fixed-site inspections. 13 Motor Carrier troopers conduct roadside and fixed site inspections on a limited basis. Each traffic trooper has a goal to complete 48, with a minimum of 32 Level III inspections each year to remain CVSA certified.

Instructions for Performance Goals:

Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.**

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency

Lead Agency is: NORTH DAKOTA HIGHWAY PATROL

Enter the total number of certified officers in the Lead agency: 118

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	2100	200		2300	15.80%
Level 2	4500	300		4800	32.97%
Level 3	6800	400	25	7225	49.63%
Level 4	140	10		150	1.03%
Level 5			80	80	0.55%
Level 6	2			2	0.01%
Sub-Total Lead Agency	13542	910	105	14557	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click "Save" after each table entry.

Enter the name of the Funded Agency: NONE

Enter the total number of certified officers in this funded agency: 0

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	
Enter the total number of non-funded certified officers:	

Summary

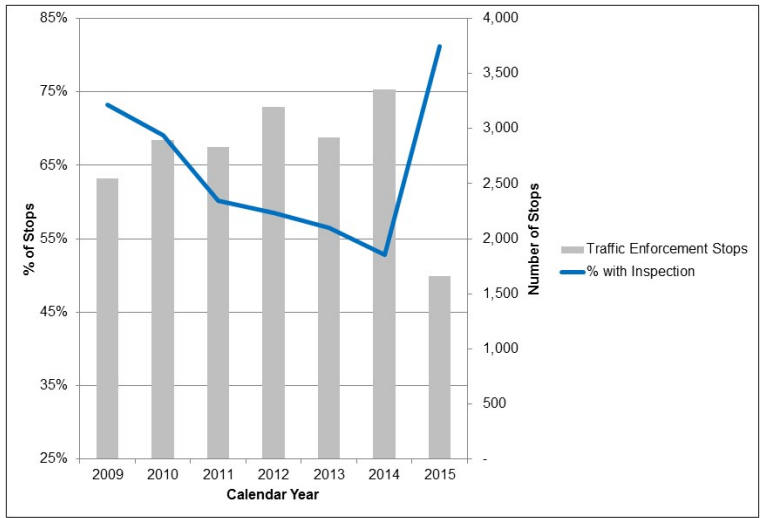
Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: NORTH DAKOTA HIGHWAY PATROL					
# certified officers: 118					
Funded Agencies: NONE					
# certified officers: 0					
Number of Non-Funded Agencies:					
# certified officers:					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	2100	200		2300	15.80%
Level 2	4500	300		4800	32.97%
Level 3	6800	400	25	7225	49.63%
Level 4	140	10		150	1.03%
Level 5			80	80	0.55%
Level 6	2			2	0.01%
Total ALL Agencies	13542	910	105	14557	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources (i.e., number of officers, times of day and days of the week, specific corridors or general activity zones, etc.). Traffic Enforcement activities should include officers who are not assigned to a dedicated Commercial Vehicle Enforcement unit but conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

The NDHP will strive to decrease three violations discovered at high rates during traffic enforcement to support the crash reduction goal. Specifically, reduce violations of failure to obey traffic control device (392.2C), speeding (392.2S), and failing to use seat belt (392.16) while operating a CMV; by one percentage point, five percentage points, and one percentage point, respectively, during FY2017.



Target CMV Violations Violation: Avg. Prior 3-yr; 2015; 2017 Goal (% change):

392.2C Traffic Control:	177;	279;	-1%
392.2S Speeding:	496;	815;	-5%
392.16 Seat Belt:	250;	430;	-1%

The NDHP has 155 sworn members that can do traffic enforcement. The agency has 171 FTEs authorized 16 vacancies, so 155 eligible for traffic enforcement July 1, 2016.

Commanders and sergeants review NDDOT traffic data and NDHP traffic NDDOT crash data on a monthly and/or weekly basis to determine trends in traffic flow, traffic volumes, causation factors, time of day and week and locations on specific roadways. They review all crash reports submitted by the troopers under their command to assess causation factors, locations of occurrence, time of day and week and to monitor any trends that are developing. Troopers are deployed to work areas to have an impact in high traffic crash areas.

Increase traffic enforcement accompanied by an inspection through regional Traffic Enforcement Saturations.

- Conduct one Traffic Enforcement Saturations in each of the four regions by September 30. The Motor Carrier Division Operation's Commander will schedule the saturations in cooperation with the four regions. Enforcement results will be submitted to the Division Commander for review and analysis and then forwarded to FMCSA. These regional strike forces have been conducted every FY.
- Increase traffic enforcement not accompanied by an inspection through strike force operations in I-94, US Highway 85, US Highway 2, US Highway 83 and I-29 high-risk corridors. Target both CMV and non-CMV drivers. MTE details will be part of the strike forces scheduled.
- Conduct two Traffic Enforcement Strike Forces on the Interstate Highway between Casselton and Fargo, and two in western North Dakota along US Highway 85 or US Highway 2, due to increased oilfield activity by September 30
- A total of 4 seat belt enforcement blitzes will take place. There will be one in each region to be completed by September 30.
- The NDHP department goals state that 115 hours of road patrol hours per month for each sworn officer. The 115 hours is for roadside inspections, inspections at a fixed site and for inspections and enforcement when on active roving patrol.

Process: The Motor Carrier Division Operation's Commander will schedule and track the progress of each strike force. He will also analyze violations of 392.2C, 392.2S and 392.16, and submit this analysis to the Division Commander and FMCSA. The Motor Carrier Division Administrative Commander will track Level 3 inspection progress each quarter and report this progress to FMCSA. He or the Operational Commander will also coordinate with the Regional Commanders to make sure that Level III inspections are completed by the traffic troopers. The time is logged on the trooper's daily activity report. The area assignments are made on a weekly basis and placed on a schedule for the troopers to follow. Supervisors review NDHP and NDDOT traffic data, crash data

and anecdotal information to determine assignments of troopers to specific work areas. Line patrol, area patrol assignments are placed on a weekly schedule by the shift sergeants. Troopers work 8 or 10 hour shifts as determined by each regional commander.

Troopers assigned under the MCSAP program will conduct an inspection on every CMV stop for a traffic violation.

All traffic troopers will have a goal to conduct 48 Level III inspections on traffic patrol on valid traffic stops of CMVs for traffic violations. Work area assignments are determined with the assistance traffic data report and crash report summaries to identify areas of concern. Each sworn officer is assigned a moving radar unit for speed enforcement. Each Regional office and the MC Division have a Laser speed measuring devices that are assigned for special enforcement details and for routine patrol. MCSAP assigned employees and Motor Carrier Troopers will log MCSAP time for all work doing inspections and during special enforcement blitzes and saturation details. Overtime may be allowed at the approval of the Motor Carrier Division Commander in agreement with FMCSA ND Division for traffic troopers.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1600
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	1000
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	100
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	4

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Laser Speed Detection Radar speed detection High visibility, Active Patrol Air Craft Patrol Laser and Radar Speed enforcement blitz Right of Way enforcement blitz. Drug Interdiction during CMV traffic stops and during inspections. Impaired Driving Enforcement saturation blitz. Sobriety Check points. Monthly and quarterly review of enforcement activities is completed by first line supervisor and commanders. Each quarter first line supervisors complete an evaluation of total work performance of their subordinates. This is documented on an observation report. All employees receive an annual formal performance appraisal. Traffic enforcement is one category that is evaluated. The MC Division Commander reviews statistical reports each month and quarter and provides feed back to the Regions and to FMCSA. The NDHP holds a yearly Motor Carrier In-Service training session. This MC in service will be completed by May 30, 2017. The NDHP has a department wide in service for all employees once a year in addition to the MC personnel in-service. The NDHP is able to provide additional training and coaching on inspection related items at this time. The in-service is typically held in September.

3 - Carrier Investigations**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

The NDHP will coordinate with FMCSA ND Division to complete a minimum of 40 safety investigations from November to March (5 months) in FY 2017.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

The NDHP adopts FMCSA regulations by reference through ND Administrative Code Rule. ND has implemented Phase II of CSA to include use of the Safety Management Cycle. We have already scheduled training together with FMCSA to address CSA phase III implementation. Enhanced Investigative Techniques (EIT) training was attended held in September 2015 in Billings, MT. NDHP will work with FMCSA to manage the Safety Intervention Program to assign and complete at least 40 Safety Investigation (CRs). These investigations will be completed by 4 sworn MCSAP troopers from November to March and supported by MCSAP grant funding. The MCSAP Troopers code their daily activity reports accordingly.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).

Work with FMCSA to manage the Safety Intervention Program. 40 Safety Investigations (CRs) of high-risk motor carriers are assigned and completed by March 31, 2017.

Each trooper that conducts the safety investigation will have a goal to complete 10 investigations between November 1, 2016 and March 31, 2017.

The Motor Carrier Division Commander will review monthly CSA Intervention Reports, provided by FMCSA to track Safety Intervention production.

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

Our State does not conduct reviews/investigations.

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		
Passenger		
HM		
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site		
Passenger CSA Off-Site		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	26	
Passenger CSA On-Site Focused		
HM CSA On-Site Focused	4	
CSA On-Site Focused Investigations Sub-total	30	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	8	
Passenger CSA On-Site Comprehensive	0	
HM CSA On-Site Comprehensive	2	
CSA On-Site Comprehensive Sub-total	10	0
CSA Investigations (all Types) Total	40	0
HM-Related Review Types		
Security Contact Reviews (SCRs)		
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	40	0

Add additional information as necessary to describe the carrier investigation estimates:

Each trooper that conducts the safety investigation will have a goal to complete 10 investigations each by March 31, 2017. The correspondence submitted to the ND Division office was to disclose that there was an emergency declaration in the State of ND that was diverting all NDHP resources to address the emergency. This diversion was The NDHP is committed to staying in compliance

with the FAST Act. We will complete 40 investigations in FFY 2017. In order to accomplish this we will extend the time period through April and or May 2017 to complete the necessary investigations. We will evaluate the investigation statistic each quarter and extend as needed to complete the necessary investigations. In FY 2004-05 the NDHP completed 81 investigations. We will continue to achieve this amount. Historically, the NDHP has exceeded the minimum number of investigations each FY. In FY 2015 the NDHP completed 42 investigations. In FY 2016 the NDHP completed 50 investigations. We shouldn't have any problem meeting the goal of 40 investigations.

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.:

Maintain the quality of education, training and outreach activities, while maintaining the quantity of 35 activities during FY2017.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	16
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	4
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	6
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	2
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	5
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	2

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.

The NDHP will schedule and staff booths at large public events such as the ND Motor Carriers Association Conference, and the NDMCA holds an Oil Field conference training session. The NDHP has been invited to participate. We receive several requests from industry representatives to conduct regulations education at training events. We will develop and conduct educational presentations to industry or civic organizations on FMCSR's, CMV traffic safety topics, Hazardous Materials safety and other related topics. The NDHP CVD will participate in statewide traffic messaging with special focus on higher-risk traffic areas/times such the oil region, winter driving periods, and grain harvest season. The NDHP also participates in quarterly Neutral Grounds Base Camp sessions that is a collaboration among public safety stakeholders including ND Workforce Safety, ND Department of Health, ND Department of Mineral Resources, and Private Industry. The FMCSA ND Division has participated in these meetings.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly Performance Progress Report (SF-PPR):

Commander will track education and outreach activities each month and submit periodically to the Division Commander and FMCSA, to include:

- Two large public events have staffed booths.
- Two industry seminars coordinated with FMCSA ND Division and the ND Motor Carriers Associations.
- Conduct two Share the Road Safely/No Zone presentations (one in the east and one in the west),
- Conduct 35 safety presentations throughout the State during the FY.
- Anhydrous ammonia/HazMat presentations and subject matter expert consultation with agricultural industry.

Spending Plan

B&I Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel**What different types of costs do I need to put in my Spending Plan?**

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: Cash Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$503,183.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
MCSAP Sworn Trooper	11	90	2080	\$34.28	\$705,893.76	\$600,009.69	\$105,884.07	\$0.00
MCSAP Civilian Inspector	1	90	2080	\$25.03	\$46,856.16	\$39,827.74	\$7,028.42	\$0.00
MCSAP Sergeant	3	85	2080	\$36.94	\$195,929.76	\$166,540.29	\$29,389.47	\$0.00
MC Division Commander	1	77	2080	\$50.04	\$80,144.06	\$68,122.45	\$12,021.61	\$0.00
MC Operational Commander	1	90	2080	\$45.34	\$84,876.48	\$72,145.01	\$12,731.47	\$0.00
Administrative Assistant	1	100	2080	\$18.32	\$38,105.60	\$32,389.76	\$5,715.84	\$0.00
Information Technologies Specialist	1	5	2080	\$31.44	\$3,269.76	\$2,779.30	\$490.46	\$0.00
Account Technician	1	6	2080	\$22.12	\$2,760.58	\$2,346.49	\$414.09	\$0.00
Regional Traffic Troopers	82	1	2080	\$34.28	\$58,467.97	\$49,697.77	\$8,770.20	\$0.00
Sub-Total Salary					\$1,216,304.13	\$1,033,858.50	\$182,445.63	\$0.00
Overtime Information								
Overtime	1	100	7584	\$44.69	\$338,928.96	\$288,089.61	\$50,839.35	\$0.00
Sub-Total Overtime					\$338,928.96	\$288,089.61	\$50,839.35	\$0.00
TOTAL PERSONNEL					\$1,555,233.09	\$1,321,948.11	\$233,284.98	\$0.00

Enter detailed explanation of how you came up with the personnel costs:

The North Dakota Highway Patrol will responsibly utilize funding provided by FMCSA through the MCSAP grant. We have demonstrated that we are good stewards of money and resources.

The total budget award amount was based on guidance given in the NOFA . All eligible direct costs are – and always have been – charged to the MCSAP grant since the inception of the program. For example, NDHP troopers code their time records to show time spent on MCSAP-eligible activities. Further, employees in other State agencies who perform MCSAP-eligible activities are already working under other Federal grants. For instance, NDDOT employees who do crash data collection are already funded by NHTSA and other Federal grants.

Cost related to BEG and New Entrant will be reflected in those spending plan tabs.

Regarding indirect costs (IDC) and maintenance of effort (MOE), the key facts are listed below:

The NDHP does not have an approved IDC rate. Based on previous guidance from FMCSA Headquarters, the NDHP had used 10 percent of direct salaries to estimate IDC. Also, based on previous guidance, the NDHP did not claim the estimated IDC; thus, it became the NDHP's MOE. Based on new guidance from FMCSA Headquarters, using 10 percent of direct salaries is no longer a valid method to estimate IDC, and should not have been allowed previously. With no approved IDC rate, and the 10 percent method eliminated, indirect costs are not – and have not – been an eligible expense. Therefore, the NDHP will not claim IDC and does not have an MOE.

The indirect cost rates for FY 2004 and FY 2005 were based on a formula approved by the Federal Highway Administration (FHWA) for those fiscal years. There has not been an approved indirect cost rate since that time. Although FY 2004 and FY 2005 are beyond the record retention period for grants, we were able determine the indirect cost amounts claimed in FY 2004 and FY 2005.

Regarding MOE in general, the main points are listed below: The NDHP has participated in MCSAP since its inception in the 1980s. The NDHP routinely turned back or rolled over MCSAP funds during the 1990s and early 2000s (i.e., during the "rollover era"). The NDHP has always spent MCSAP funds for one fiscal year into the succeeding fiscal year from the late 2000s through 2015 (i.e., during

the "post-rollover era"). The FY 2010 MCSAP Review only found two eligible costs that created MOE: (1) NDDOT costs associated with crash data management, and (2) vehicle replacement costs included in the NDDOT's motor pool billings. The crash data management costs were eliminated when it was determined that NDDOT employees were funded by other Federal grants. The vehicle replacement costs were eliminated by an FMCSA determination that they were not eligible. All available evidence indicates that North Dakota has a zero MOE. The "Total Grant Funds Expended" includes the Federal grant funds expended and corresponding State matching funds expended on MCSAP-eligible activities during the identified fiscal year. The vast majority of the MCSAP budget is for salaries, benefits, training, fleet mileage costs, supplies and equipment needs under \$5000 to support the MCSAP eligible activities. This supports our civilian and sworn personnel as they conduct inspections and support for the inspection processes.

Salaries are figured based on an hourly rate prorated for the percentage of time personnel dedicate to the MCSAP program from time distribution reports from January 2015 to July 2016. This prorated method was discussed the ND FMCSA State Program Manager and approved. Sworn Troopers and the civilian inspector are at 90% based on time distribution and salaries invoiced to MCSAP for the stated period. The Division Commander's salary is adjusted for 77% time dedication to MCSAP, The Operational Commander adjusted to 90% and MCSAP Sergeant's time is adjusted for 85% time dedicated to MCSAP. The IT specialist's time is adjusted for 5% time dedicated to MCSAP and the finance technician's time is adjusted for 6% time dedicated to MCSAP. 82 regional traffic troopers conduct a minimum of 32 level 3 inspections. This is an average of approximately 1% of their total time. The NDHP will budget for approx. 21 hours of their regular time, for each of the 82 traffic troopers per year to complete these level 3 inspections.

All MCSAP hours doing inspections or other eligible activities are coded separately on our daily activity system and paid accordingly. Final monthly MCSAP salaries to be reimbursed are determined by taking the total actual MCSAP salaries for the month and then subtracting the Leave Salaries Reduction amount from this total to arrive at the final salaries amount to be requested for reimbursement for that month. The Leave Salaries Reduction amount is obtained by first multiplying the monthly MCSAP salaries total by the ratio of total MCSAP employee leave hours to the total MCSAP employee work hours for that month. The resulting total is then multiplied by the ratio of total state regular work hours to the total regular work hours by MCSAP employees for that month. This final resulting total is the Leave Salaries Reduction amount. For purposes of the above calculation, total MCSAP employee leave hours are the sum total of Annual Leave, Sick Leave, Family Sick Leave, and Funeral/Emergency Leave for that month.

The account technician prepares all invoices for payment of eligible MCSAP expenses. The Information Technology Specialist performs all software updates to laptops and PC's as well as uploads Crash data and inspection data into SafetyNet.

Overtime is paid at 1.5 times the regular hourly rate. The NDHP will budget for 7584 total hours of overtime for FY 2017 to allow each MCSAP sergeant, trooper, civilian inspector, to work on average at least 24 hours of overtime per month on average in FY 2017. The average per hour overtime rate for these positions is \$44.69/hr. At the discretion of the MC Division Commander and as hours are available, overtime may be assigned to be worked by regional traffic troopers, regional MC troopers and New Entrant Safety Auditors who are Part A or B certified to conduct inspections. There are 14 other level 1 certified regional motor carrier troopers and 3 New Entrant Safety auditors in the NDHP. The NDHP will budget to allow them to work on average of 16 hours per month of overtime to complete NAS inspections on a day off or as a shift extension. The average overtime rate for these positions is \$44.69/hr.

15 inspectors x \$44.69/ hr x 12 mo. x 24 hrs. = \$193,060.80

14 regional MC Troops x \$44.69/hr x 12 mo. x 16 hrs. = \$120,126.72

3 New Entrant Auditors x \$44.69/hr x 12 mo. x 16 hrs. = \$25,741.44

The overtime can be done as a shift extension or work overtime on regular days off. We utilize the overtime to allow troopers more time during a shift to travel to the remote locations to conduct inspections. The NDHP has budgeted to offer additional overtime to certified inspectors and troopers during FY 2017 to conduct NAS inspections compared to FY 2106.

Division Commander will be at 77% total time to MCSAP at \$50.04/hr.

Operational Commander will be 90% to MCSAP at \$45.34/hr.

3 Sergeants will be at 85% to MCSAP at \$36.94/hr

11 MCSAP Sworn will be at 90% \$34.28/hr

1 MCSAP Inspector at 90% \$25.03/hr

1 MCSAP Admin. Assist. \$18.32/hr

IT Specialist \$31.44/hr

Finance Technician \$22.12/hr

82 Regional Traffic Troopers at 1% to MCSAP at \$34.28/hr

Information Services primary function is to support the hardware and software needs of the MCSAP personnel as well as support SafetyNet programs and Data Quality issues.

Finance personnel perform minimal activities that are MCSAP eligible. The Finance personnel assist in preparing the budget, track spending, submit payments for eligible activities and prepare invoices and financial reports for payment and submission to FMCSA.

There will not be a significant reduction in time dedication to investigation activities in FY 2017. We will extend the investigation period

as needed to meet the requirement. The NDHP will complete 40 investigations as stated in the eCVSP. The NDHP plans to meet the time dedication as stated in the eCVSP respective to each position.

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-federal grantees that have an accrual basis of accounting may have a separate line item for leave, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees. Depending on the state, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. For each of these standard employer taxes, under Position you may list "All Positions"; the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
MCSAP Sworn Trooper	100	\$345,945.60	\$345,945.60	\$294,053.76	\$51,891.84	\$0.00
MCSAP Civilian Inspector	100	\$22,755.20	\$22,755.20	\$19,341.92	\$3,413.28	\$0.00
MCSAP Sergeant	100	\$96,283.20	\$96,283.20	\$81,840.72	\$14,442.48	\$0.00
MC Division Commander	100	\$34,444.80	\$34,444.80	\$29,278.08	\$5,166.72	\$0.00
MC Operational Commander	100	\$37,939.20	\$37,939.20	\$32,248.32	\$5,690.88	\$0.00
Administrative Assistant	100	\$22,006.40	\$22,006.40	\$18,705.44	\$3,300.96	\$0.00
Information Technologies Specialist	100	\$1,372.80	\$1,372.80	\$1,166.88	\$205.92	\$0.00
Account Technician	100	\$1,414.40	\$1,414.40	\$1,202.24	\$212.16	\$0.00
Regional Traffic Troopers	100	\$28,654.08	\$28,654.08	\$24,355.97	\$4,298.11	\$0.00
Sub-Total Fringe Benefits			\$590,815.68	\$502,193.33	\$88,622.35	\$0.00

Enter detailed explanation of how you came up with the fringe benefits costs:

Fringe benefits includes health and life insurance, retirement, Soc. Sec. Workers Comp. Medicare for the MCSAP assigned personnel.

The specific amounts will be included in the vouchers. Fringe benefits requested for reimbursement are based on actual monthly fringe benefit costs for the following salaries accounts: State Retirement, Trooper's Retirement, Hospital Insurance, Basic Life Insurance, Social Security, Medicare, Unemployment Insurance and Workers Compensation. NDHP sworn officers also receive Per Diem benefits on a monthly basis to cover meals while they're working on ND roadways and to provide for other incidental expenses. The only fringe benefit costs which are requested for reimbursement are

the actual benefit expenses which are recorded each month in the ND OMB computer printouts and a copy of this printout is included with each reimbursement request voucher submitted to FMCSA. The Sworn troopers and civilina inspector's fring rate is adjusted for 90%. The Division Commander's fringe rate is adjusted for 77% . Operational Commander adjusted for 90% and Sergeants adjusted for 85% fringe rate. Regional Traffic troopers adjusted to 1%. IT specialist adjusted to 5% and Finance Tech. to 6% fringe rate. The prorated amount are based on the time disturbution reports January 2015 to July 2016. All eligible MCSAP time performed by employees is logged on the daily activity report which is then invoiced for payment each month. The base pay amount for each listed employee is the per hour salary amount. The hourly salary is listed in the salaries section of the budget narrative. Hourly salaries are provided by NDHP finance and OMB for the given positions. The Fringe rates for each position are listed in the table above. Fringe rates were obtained from NDHP Finance section.

11 (MCSAP Troopers at 90%) x \$15.12 x 2080 = \$345,945.60

3 (MCSAP Sergeants at 85%) x \$15.43 x 2080 = \$96,283.20

1 (MCSAP Inspectors at 90%) x \$10.94 x 2080 = \$22,755.20

1 (Op. Commander at 90%) x \$18.24 x 2080 = \$37,939.20

1 (Div. Commander at 77%) x \$16.56 x 2080 = \$34,444.80

1 (Admin. Assistant) x \$10.58 x 2080 = \$22,006.40

1 (Account Tech at 6%) x \$.68 x 2080 = \$1,414.40

1 (Information Specialist at 5%) x \$.66 x 2080 = \$1,372.80

82 (Regional Traffic Troopers at 1%) x \$.168 x 2080 = \$28,654.08

There will not be a significant reduction in time dedication to investigation activities in FY 2017. We will extend the investigation period as needed to meet the requirement. The NDHP will complete 40 investigations as stated in the eCVSP. The NDHP plans to meet the time dedication as stated in the eCVSP respective to each position.

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
In-State Training and Travel	58	233	\$41,090.00	\$34,926.50	\$6,163.50	\$0.00
Out of State Training and Travel	19	31	\$53,953.24	\$45,860.25	\$8,092.99	\$0.00
Sub-Total Travel			\$95,043.24	\$80,786.75	\$14,256.49	\$0.00

Enter detailed explanation of how you came up with the travel costs:

TRAINING	LOCATION	# of PERSONNEL	# of NIGHTS	REGISTRATION FEE	HOTEL	MEALS	AIR FARE *	RENTAL VEHICLE	TOTAL
Gen Haz Mat	Bismarck ND	8	5	\$0.00	\$3,204.00	\$1,400.00	\$0.00	\$0.00	\$4,604.00
Cargo Tank Insp	Bismarck ND	8	5	\$0.00	\$3,204.00	\$1,400.00	\$0.00	\$0.00	\$4,604.00
Other Bulk Packaging	Bismarck ND	4	5	\$0.00	\$1,602.00	\$700.00	\$0.00	\$0.00	\$2,302.00
Pass Veh Insp	Austin TX	1	5	\$0.00	\$750.00	\$295.00	\$615.25	\$300.00	\$1,960.25
Radioactive Inspection	Austin TX	1	5	\$0.00	\$750.00	\$295.00	\$615.25	\$300.00	\$1,960.25
NAS A&B	Bismarck ND	20	14	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FMCSA Workshop	Denver CO	3	3	\$1,350.00	\$1,800.00	\$621.00	\$2,028.60	\$0.00	\$5,799.60
CVSA Spring Workshop	Atlanta, GA	4	4	\$2,200.00	\$2,800.00	\$1,104.00	\$2,440.40	\$0.00	\$8,544.40
CVSA Fall Conference and Exhibition	Whitehorse, Yukon, Canada	4	4	\$2,200.00	\$2,400.00	\$1,040.00	\$11,629.44	\$0.00	\$17,269.44
NAIC	Orlando, FL	2	5	\$0.00	\$1,750.00	\$590.00	\$1,460.30	\$0.00	\$3,800.30
COHMED	Savannah, GA	4	5	\$2,200.00	\$3,900.00	\$1,180.00	\$2,339.00	\$0.00	\$9,619.00

Totals: \$7,950.00 \$22,260.00 \$8,625.00 \$21,128.24 \$600.00 \$60,463.24

In state Travel

Will be to allow **routine travel** for MCSAP personnel to travel to remote areas of ND to conduct inspections, complete safety investigations, attend in state training, in-service, meetings, educational and outreach presentations and special enforcement/inspection blitzes.

Commanders, Troopers and inspectors spend time out of their home assigned post to conduct MCSAP activities such as blitzes in other areas of the state, attend meetings, training and in-service. The NDHP will budget for each commander, sergeant, trooper and civilian inspector to spend on average 1 day per month on overnight stay. State Rate for lodging is \$80.10 per night plus tax. However in the western part of ND hotels typically do not honor the state rate due to the high demand for rooms as a result of the oil boom. We typically see nightly room rates at \$120 to \$150 dollars per night. We follow the state limits on allowed room rates for these locations. State per diem for meals is \$35 per day. the NDHP will budget \$110 per night for lodging. \$145/night x 17 x 1 x 12 = \$29,580 + \$11,510 (listed above in chart) = **\$41,090.00**.

Travel out of state follows the federal guidelines for reimbursement for meals. Employees submit a monthly travel expense voucher with the detailed expenses and an explanation. The expenses are reviewed by the Division Commander prior to approval for payment. The NDHP will budget an additional \$5000 for unplanned out of state training and travel that may arise throughout the year. There are unplanned training opportunities relevant to MCSAP that become available throughout the year for our personnel to attend. We must budget for these opportunities. \$5,000 + \$48,953.24 (listed above in chart) = **\$53,953.24**

In regard to the COHMED conference:

The troopers that have attended this conference find that the Hazardous Material training offered at this venue is some of the most valuable they receive. This is the only venue where there is continuing education provided on a frequent basis in regard to Hazmat. short of attending the NTC

Hazmat course again. With the volume of oil activity in ND and the associated hazmat that accompanies this activity it is valuable for our troopers to attend this conference. The networking and knowledge obtained by our Hazmat troopers at this conference is invaluable to them as they perform hazmat inspections. Hazmat involved crashes have risen consistently in ND over the past 5 years, from 10 in 2010 to 153 in 2014. COHMED is comprised of federal, state and local agencies, and industry from the United States and Canada. COHMED works cooperatively with other federal and state agencies, enforcement personnel, emergency planning managers, responders, academic institutions, interest groups and private industry. COHMED is committed to:

- Improving hazardous materials transportation safety
- Fostering national uniformity in regulation and enforcement
- Sharing information on hazardous materials transportation issues and delivery of services
- Providing technical assistance, training and education to states and local governments to enhance existing programs and develop new ones to improve hazardous materials safety.

In regard to the Spring and Fall CVSA conference attendance:

There are several committees that meet during the conference.

We need adequate representation at the conference to provide input and obtain feedback from and for the NDHP personnel. We have had several new personnel come into the MCSAP program and these conferences are a valuable training opportunity for them. The CVSA conferences bring to light the large picture value of the MCSAP program. There is a benefit to morale for our personnel who as we do rotate attendance. If leadership are the only folks that attend there is a sense of alienation by the troopers. With the truck activity in ND and the oil sector it is important to provide that perspective to the various committees and other agencies that attend the conferences.

The **Training and Conference** travel expenses are listed in the chart.

Out of State Training and Travel= \$48,953.24 + \$5000= \$53,953.24

In-State Training and Travel= \$11,510.00 + \$29,580 = \$41,090

TOTAL= \$95,043.24

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: Yes No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Equipment			\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the equipment costs:

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
General Supplies (office and inspection)	18	per year	\$3,000.00	\$54,000.00	\$45,900.00	\$8,100.00	\$0.00
Mobile Radio Upgrade	16	each	\$4,384.26	\$70,148.16	\$59,625.94	\$10,522.22	\$0.00
Mobile Radio Activation Fee	1	one time	\$159.37	\$159.37	\$135.46	\$23.91	\$0.00
Sub-Total Supplies				\$124,307.53	\$105,661.40	\$18,646.13	\$0.00

Enter detailed explanation of how you came up with the supplies costs:

Supplies:

Include all general office, inspection and general supply items to support the MCSAP program.

These are the general supplies for the 18 assigned office and field MCSAP personnel. Paper products for CSA investigators, troopers, inspectors and office personnel etc. and ink products for printers and copiers. The NDHP supplies all uniforms and BDU's for officer and inspectors to conduct inspections, all foot wear and headgear, and winter gear for conducting inspections during the cold weather in ND. We have 2 motor coach inspection units that have our bus ramps. In addition to the listed equipment the NDHP provides all inspection equipment and supplies necessary to conduct inspections. This includes eye protection, gloves, bump hats, rulers, soap stones, caps, hand cleaner and wipes, flashlights, batteries, break chamber devices, headlamps.

This line item includes all software maintenance and computer maintenance needs. Each commander, sergeant, trooper and inspector (17) is issued a Panasonic Toughbook laptop and associated software in order to complete inspection and investigations. There are maintenance costs for the hardware and soft ware. Aspen, ISS, Guard, Capri, UFA, ProVu, Case Rite and EFOTM are the software used by inspectors and troopers that do inspections and/or safety investigations. Also included in supplies is the cost of publications for the officers to do inspections such as Manuals, regulation books, periodical publications that are cmv and inspection related, educational handout material.

Any larger equipment items purchased for the Commanders and sergeants will be prorated to the time dedicated to the MCSAP Program.

The NDHP will budget \$3,000 per person in the MCSAP program for general equipment and supplies in FY 2017. **\$3,000 x 18 = \$54,00**

The cost for 16 mobile radio upgrades is 16 x \$5,157.95 x 85% = \$70,148.16

When new patrol cars are issued there are costs associated with reinstalling the police equipment into the new cars. This is for radios, computer docking station, video camera equipment, light bars, protective screens, rear equipment racks and cages. This is standard police equipment for all sworn officers assigned to the MCSAP program.

11 troopers at 90%

3 sergeants at 85%

1 Op. commander at 90%

1 Division commander at 77%

OVERALL PRORATE % = 85%

1 time activation fee = $\$187.50 \times 85\% = \159.37

The activation fee is a one time fee for the mobile radio upgrade. This is a fee charged by the vendor supplying the programming for the upgrade. It was included in the costs of the upgrade.

The NDHP plans on meeting the time dedication as stated in the eCVSP of 40 investigations there will be no reduction in time dedication that would require an adjustment. Therefore we will not need to adjust the proration for supplies. There will not be a significant reduction in time dedication to investigation activities in FY 2017. We will extend the investigation period as needed to meet the requirement under the FAST Act.

The reference to bus ramps is for any maintenance costs for bus ramps that have been previously purchased. We are not purchasing bus ramps in FY 2017. General inspection and office supplies will not be prorated as these used for MCSAP eligible expensed related to roadside/fixed inspections, safety investigations and public outreach and education related to MCSAP. They will not be prorated.

General supplies will not be prorated as these are exclusively for MCSAP activities and will not be used for other purposes. This was discussed with the ND Division office and agreed that this was a good course of action.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award.

Subaward means an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Upper Great Plain Transportation Institute	\$10,680.00	\$9,078.00	\$1,602.00	\$0.00
Vehicle Installation Costs	\$10,106.50	\$8,590.53	\$1,515.98	\$0.00
Sub-Total Contractual	\$20,786.50	\$17,668.53	\$3,117.98	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

The NDHP plans to once again utilize the services of Upper Great Plains Transportation Institute to assist in gathering data, analyzing trend data as it applies to CMV safety to provide solid background information to support performance objectives and identify issues and to assist in preparing the CVSP document. The NDHP does not have the necessary staff to provide adequate data gathering and analysis required to be submitted with the MCSAP CVSP. This partnership with UGPTI will allow the NDHP to provide better information and a product to FMCSA. This work agreement is one that has proven successful and approved by FMCSA in other jurisdictions. It has been successful for the NDHP for the past two years.

The attached proposal and contract has all of the background information.

When new patrol cars are issued there are costs associated with reinstalling the police equipment into the new cars. This is for radios, computer docking station, video camera equipment, light bars, protective screens, rear equipment racks and cages. This is standard police equipment for all sworn officers assigned to the MCSAP program.

We will budget to replace 2 Ford Interceptor SUV patrol vehicles during the next FY cycle. This will require equipment reinstallation at a cost of \$5,945 for the Ford interceptor SUV. Equipment to be reinstalled is radio, emergency lighting, cage, weapons locks and any other related equipment. This list is not all inclusive. The rate is one that has gone through a formal RFP process and awarded to a vendor who completes all installs for the NDHP patrol vehicles. The NDHP will budget to prorate the vehicle install costs based on the previously stated method. $2 \times \$5,945 \times 85\% = \$10,106.50$

11 troopers at 90%

3 sergeants at 85%

1 Op. commander at 90%

1 Division commander at 77%

OVERALL PRORATE % = 85%

The NDHP follows and adheres to all state procurement laws and policies as cited in 2 CFR 200-317-326.

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: Yes No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
CVSA Decals	8700	1	\$0.28	\$2,436.00	\$2,070.60	\$365.40	\$0.00
Communications	17	1 year	\$1,095.53	\$18,624.01	\$15,830.40	\$2,793.61	\$0.00
Vehicle fleet costs	408617	1 av/yr	\$0.60	\$245,170.20	\$208,394.67	\$36,775.53	\$0.00
Sub-Total Other Costs				\$266,230.21	\$226,295.67	\$39,934.54	\$0.00

Enter detailed explanation of how you came up with the other costs:

CVSA decals are purchased from the Commercial Vehicle Safety Alliance at a fixed rate placed by them. The amount is from a published email from CVSA that indicated the cost of .28 cents per decal. **Conference costs** were figured based on the previous years attendance fees and indications that the current years fees will remain the same. These conferences are listed in the program travel line item. the \$3,600 was subtracted from that total. The fees were from the CVSA website. Decals are issued by troopers and inspectors to power units and trailers after completing violation free Level 1 inspections.

The NDHP has a fixed **fleet cost** for our vehicles. The NDHP pays a mileage rate to ND Fleet Services, which includes services and any repairs required for our vehicles. The estimated mileage rate for FFY 2017 is 60 cents per mile. It is based on the mileage rate as set by ND Fleet Services. This does not include vehicle replacement costs. Data from FY 2015 mileage use shows that NDHP personnel drove 313,000 total miles related to MCSAP activities. In FFY 2017, the NDHP will budget for 408,617 miles to conduct MCSAP activities due to increased overtime being budgeted during FY 2017. The increased overtime dictates the additional mileage for the year. Each trooper, inspector or auditor has a marked patrol vehicle or assigned state fleet vehicle that is operated to conduct inspections or to travel to fixed or roadside locations to do inspections. The vehicles have all the inspection equipment located in the vehicle. Civilian inspectors are issued a state fleet car for use when doing inspections away from the fixed sites.

Communications are for cell phones for our MCSAP personnel. 17 MCSAP personnel are issued a cell phone and a laptop for use on a daily basis. Cell phones are used to communicate with carriers, owners and industry as well as NDHP supervisors and coworkers to conduct day to day business associated with inspections. All NDHP personnel are issued cell phones for work purposes. 12 MCSAP troopers/civilian on a package for service costing \$30.00/mo, 3 sergeants and 2 commanders are on a package costing \$65.00/mo. The fees vary slightly each month due to data usage. **\$685 x 12 = \$8,220**

17 laptops utilizing air cards to complete roadside inspections, NCIC queries, case reports, issue citations and warnings, OOS inquiries and CSA investigations on issued laptop computers at **\$51/mo. = \$10,404**

There will not be a significant reduction in time dedication to investigation activities in FY 2017. We will extend the investigation period as needed to meet the requirement. We plan on completing 40 investigations in FY 2017. We will comply with the FAST Act.

8 - Spending Plan

Instructions:

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$2,851,368.00	\$503,183.00	\$3,354,551.00

Allowable amount for Overtime (15% of total award amount without justification): \$503,183.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$223,022.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
MCSAP Sworn Trooper	\$600,009.69	\$105,884.07	\$705,893.76	\$0.00
MCSAP Civilian Inspector	\$39,827.74	\$7,028.42	\$46,856.16	\$0.00
MCSAP Sergeant	\$166,540.29	\$29,389.47	\$195,929.76	\$0.00
MC Division Commander	\$68,122.45	\$12,021.61	\$80,144.06	\$0.00
MC Operational Commander	\$72,145.01	\$12,731.47	\$84,876.48	\$0.00
Administrative Assistant	\$32,389.76	\$5,715.84	\$38,105.60	\$0.00
Information Technologies Specialist	\$2,779.30	\$490.46	\$3,269.76	\$0.00
Account Technician	\$2,346.49	\$414.09	\$2,760.58	\$0.00
Overtime	\$288,089.61	\$50,839.35	\$338,928.96	\$0.00
Regional Traffic Troopers	\$49,697.77	\$8,770.20	\$58,467.97	\$0.00
Subtotal for Personnel	\$1,321,948.11	\$233,284.98	\$1,555,233.09	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
MCSAP Sworn Trooper	\$294,053.76	\$51,891.84	\$345,945.60	\$0.00
MCSAP Civilian Inspector	\$19,341.92	\$3,413.28	\$22,755.20	\$0.00
MCSAP Sergeant	\$81,840.72	\$14,442.48	\$96,283.20	\$0.00
MC Division Commander	\$29,278.08	\$5,166.72	\$34,444.80	\$0.00
MC Operational Commander	\$32,248.32	\$5,690.88	\$37,939.20	\$0.00
Administrative Assistant	\$18,705.44	\$3,300.96	\$22,006.40	\$0.00
Information Technologies Specialist	\$1,166.88	\$205.92	\$1,372.80	\$0.00
Account Technician	\$1,202.24	\$212.16	\$1,414.40	\$0.00
Regional Traffic Troopers	\$24,355.97	\$4,298.11	\$28,654.08	\$0.00
Subtotal for Fringe Benefits	\$502,193.33	\$88,622.35	\$590,815.68	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
In-State Training and Travel	\$34,926.50	\$6,163.50	\$41,090.00	\$0.00
Out of State Training and Travel	\$45,860.25	\$8,092.99	\$53,953.24	\$0.00
Subtotal for Program Travel	\$80,786.75	\$14,256.49	\$95,043.24	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
General Supplies (office and inspection)	\$45,900.00	\$8,100.00	\$54,000.00	\$0.00
Mobile Radio Upgrade	\$59,625.94	\$10,522.22	\$70,148.16	\$0.00
Mobile Radio Activation Fee	\$135.46	\$23.91	\$159.37	\$0.00
Subtotal for Supplies	\$105,661.40	\$18,646.13	\$124,307.53	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Upper Great Plain Transportation Institute	\$9,078.00	\$1,602.00	\$10,680.00	\$0.00
Vehicle Installation Costs	\$8,590.53	\$1,515.98	\$10,106.51	\$0.00
Subtotal for Contractual	\$17,668.53	\$3,117.98	\$20,786.51	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
CVSA Decals	\$2,070.60	\$365.40	\$2,436.00	\$0.00
Communications	\$15,830.40	\$2,793.61	\$18,624.01	\$0.00
Vehicle fleet costs	\$208,394.67	\$36,775.53	\$245,170.20	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$226,295.67	\$39,934.54	\$266,230.21	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$2,254,553.79	\$397,862.47	\$2,652,416.26	\$0.00
Total Costs Budgeted	\$2,254,553.79	\$397,862.47	\$2,652,416.26	\$0.00